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TIME-TABLE. WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	12.00	1.15	4.35	5.20	7.10
Yau Ma Tei	6.50	8.24	10.39	12.09	1.24	4.44	5.29	7.19
Shatin	7.02	8.36	10.51	12.21	1.36	4.56	5.31	7.21
Tai Po	7.16	8.49	11.04	12.34	1.49	5.09	5.44	7.34
Tai Po Market	7.21	8.53	11.09	12.39	1.53	5.13	5.48	7.38
Fanning	7.32	9.03	11.18	12.48	2.03	5.24	5.59	7.49
Shung Shui	7.38	9.07	11.23	12.53	2.07	5.28	6.03	7.53
Shum Chun	7.42	9.13	11.27	12.57	2.13	5.34	6.09	7.57

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	7.51	9.24	11.36	13.06	2.21	5.41	6.16	8.06
Shung Shui	7.56	9.29	11.41	13.11	2.26	5.46	6.21	8.11
Fanning	8.02	9.35	11.47	13.17	2.31	5.51	6.26	8.16
Tai Po Market	8.08	9.41	11.53	13.23	2.37	5.57	6.32	8.22
Tai Po	8.14	9.47	11.59	13.29	2.43	6.03	6.38	8.28
Shatin	8.21	9.54	12.06	13.36	2.50	6.10	6.45	8.35
Yau Ma Tei	8.29	9.62	12.14	13.44	2.58	6.18	6.53	8.43
Kowloon	8.30	9.63	12.15	13.45	3.00	6.20	6.55	8.45

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	12.00	1.15	4.35	5.20	7.10
Yau Ma Tei	6.50	8.24	10.39	12.09	1.24	4.44	5.29	7.19
Shatin	7.02	8.36	10.51	12.21	1.36	4.56	5.31	7.21
Tai Po	7.16	8.49	11.04	12.34	1.49	5.09	5.44	7.34
Tai Po Market	7.21	8.53	11.09	12.39	1.53	5.13	5.48	7.38
Fanning	7.32	9.03	11.18	12.48	2.03	5.24	5.59	7.49
Shung Shui	7.38	9.07	11.23	12.53	2.07	5.28	6.03	7.53
Shum Chun	7.42	9.13	11.27	12.57	2.13	5.34	6.09	7.57

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	8.12	9.38	11.40	13.00	2.47	6.07	6.32	8.22
Shung Shui	8.17	9.43	11.45	13.05	2.52	6.12	6.37	8.27
Fanning	8.23	9.49	11.51	13.11	3.01	6.21	6.46	8.33
Tai Po Market	8.29	9.55	11.57	13.17	3.07	6.27	6.52	8.39
Tai Po	8.34	9.60	12.02	13.22	3.12	6.32	6.57	8.44
Shatin	8.41	9.67	12.09	13.29	3.19	6.39	7.04	8.51
Yau Ma Tei	8.49	9.75	12.17	13.37	3.27	6.47	7.12	8.59
Kowloon	8.50	9.76	12.18	13.38	3.28	6.48	7.13	9.00

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Shataukok	8.40	10.15	12.25	13.55	3.25	6.45	7.15	9.05

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	9.20	11.30	13.00	2.30	5.50	6.20	8.10
Shataukok	8.40	10.15	12.25	13.55	3.25	6.45	7.15	9.05

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PASSING OF LORD MILNER. VALUABLE WORK IN COLONIES.

In the passing of Lord Milner, who died from sleep sickness last month at his residence, Sturry Court, near Canterbury, England has lost a statesman famous for his Imperial views and for his success as a Colonial administrator.

Born in 1834, Alfred, Lord Milner, was the son of a doctor. He was educated at Rugby University, King's College (London), and Balliol College, Oxford, where in 1877 he graduated as a first class honours man in classics.

After leaving Balliol he was called to the Bar, but was not destined to win fame as a counsel. Shortly after this episode in his life's chapter he turned his attention to journalism, and joined the staff of *The Pall Mall Gazette*, under the late Mr. W. T. Stead.

At the general election of 1885 he stood as a supporter of Mr. Gladstone for the Harrow Division of Middlesex. It was his solitary appearance as a candidate for Parliament, and his connection with the Liberal party did not long survive his defeat.

REFORMS IN EGYPT

Within a short space of time he joined the Unionists, and for two years acted as private secretary to Mr. Goschen, then Chancellor of the Exchequer. On the recommendation of his chief he was in 1889 appointed Under-Secretary for Finance in Egypt. How much he was impressed by the machinery of English government in that country was shown in the book he published in 1892, called "England in Egypt." In this volume he described in graphic style the series of reforms which Lord Cromer and his able subordinates had introduced.

In 1897 he was selected by Mr. Chamberlain to take the Governorship of Cape Colony and the High Commissioner of South Africa. To most Englishmen Lord Milner stands as the intrepid administrator who did much to keep South Africa a part of the Empire—a man as the late Lord Goschen finely phrased it, "prepared to take upon himself responsibilities, a man whom difficulties could not conquer, whom disasters could not cow, and whom obloquy could never move."

PHASE THAT WON FAME.

In 1901 he was created a baron, and was made viscount in the following year. In 1903 he sanctioned the importation of Chinese labour to work the mines which subsequently involved him in the storm of adverse criticism. His term of office in South Africa came to a close in 1905, and returning to England he took his place as one of the leaders of the Conservative party. When, in 1909, the quarrel between the two Houses became acute, he threw himself energetically into the fray. A vast majority of the members of the hereditary chamber disliked the Budget proposals of Mr. Lloyd George, but Milner was not troubled by their misgivings as to rejecting them. Speaking at a great Conservative in the North, he deliberately advised the Lords to "respect the Budget and 'Damn the consequences'." It had all the courage which invariably characterized Lord Milner's political utterances.

Early in 1914 the state of Ireland was one of smouldering war, and Lord Milner was anxious that reassurance should be given to Ulstermen by the remodelling of the Amending Bill. Although influenced by the outbreak of the world war in 1914, he took no active part in public affairs connected with the war until, in the summer of 1915, he accepted the chairmanship of a committee to consider ways and means of increasing food production. Late in the year 1915 he was one of Mr. Lloyd George's principal colleagues in the War Cabinet, and he took a very large share in the civilian conduct of the war. He also visited a conference of the Allies in Russia in 1917, and the appointments of Marshal Foch to the leadership of the Allied Forces was one of his strong recommendations.

MINISTERIAL MOVES.

In the spring of 1918 Lord Milner was made Secretary of State for War, and after the Armistice he moved to the Colonial Office. When, in 1919, there was a revolutionary outbreak in Egypt, Lord Milner was invaluable as the head of the mission which inquired into its causes. Ultimately came the recommendation that the independence of Egypt should be recognized by this country, but before the new Constitution had been accepted Lord Milner, who had taken office only because of the war, resigned in February of 1921.

The Order of the Garter was conferred on him for the services he had rendered, and in 1922 he published an important series of most challenging articles on the industrial condition of England, which still further emphasized that his Conservatism was not of the reactionary type, and which declared, indeed, the urgent need for tackling our problems in an enlightened progressive spirit.

"ARM AGAINST THE ENGLISH." POSTERS AND SLOGANS OF THE NORTHERN AGITATORS.

An illustration of the methods of the leaders of the present anti-foreign demonstrations in the north is afforded by the *Peking & Tientsin Times*, which in its issue of June 15th describes the inflammatory posters which are being employed. Referring to demonstration held on June 14th, the paper states:—

There was a seething mob in the Chinese city yesterday, when the students held another parade to demonstrate their sympathy with the Shanghai strikers. The main streets were packed dense with the crowd, an excited crowd, but excited only in the ordinary manner of Chinese when a procession of any kind is passing. They were all greatly interested in the students, the coolies, the flags, the banners and the patriotic manifestation, but it seemed to be only the passing interest awakened by something a little out of the usual.

A representative of this paper toured the city both before and during the procession. For an hour or two before the students passed down the main street, the pavement was thronged. The majority of the shops, though not all, were closed in obedience to the request of the students and the Chamber of Commerce, while the flags which graced some of the larger buildings were at half mast.

The ones to really enjoy themselves were the soldiers. There was the ordinary armed guard of the City police on duty, reinforced by extra police and a cyclist's corps, and some hundreds of Fengtien soldiers, who occupied all crossroads which the students would have to pass. On the border of the Japanese Concession and the City was an extra guard of possibly 150 soldiers. All had bayonets fixed, and crouched in the gutter on either side of the road was a machine gun squad, with the gun all ready for action.

There was a small police force on the Japanese territory, but no soldiers, neither did any of the Japanese police carry arms.

The actual procession was a ponderous reptile of 25,000 students, smaller merchants, shop assistants and ruffians. It moved with painful slowness, the majority of the men and youths in it looking tired out by the time they were half way round the city. There were a couple of hundred girls in the parade, and they, like their male companions, carried numerous flags and banners inscribed with demands for the return of concessions, and an apology by the British and Japanese Governments.

The procession, was heralded by a handful of mounted soldiers, who took intense delight in galloping down the street, wheeling their ponies abruptly round, and galloping back again.

There were not, of course, any foreigners on the street, nor did the students make any attempt to enter the concessions as they once threatened to do. The incidents of the entire afternoon were confined to the beating of a few coolies by the police, when the crowd became too dense for comfort.

The streets of the city are now literally plastered with propaganda of all kinds, and crude pictures illustrating the "barbarous" treatment of the Shanghai students. Fat Englishmen are drawn armed to the teeth, pouring bullets into a crowd from the safety of motor-cars, bayonetting Chinese who are on the floor, and watching with relish the throat-slitting operations of turbaned Indians.

Among the more dangerous posters are some in English and Chinese exhorting the country to "rise and overthrow autocracy," "Arm against the English," "this means war," and "we must take up our arms and fight for the safety of democracy" are other of the slogans.

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7.8—Reads the *World*, *Times*, and *Herald-Tribune*.
8—Eats breakfast.
8.30-8.45—Plays game of numbers or chess.
8.45-10—Attends to business affairs.
10.15-12—Plays nine-holes of golf.
12.1.15—Has bath and rest.
1.15—Eats luncheon.
2-2.30—Plays game of numbers and rest.
2.3-3—Takes drive in car.
3-5—Receives, then converses with guests or is read to by personal secretary.
5-7—Eats dinner.
7-10—Plays game of numbers, talks with friends or listens to music played by John Yordi, his valet. Occasionally tunes in on the radio or has a moving picture shown.
10—Retires.
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HIGH-SPEED CABLES. TRANS-ATLANTIC REVOLUTION.

When the new Transatlantic cable, which the Western Union Telegraph Company intend to lay down between England and America in the summer of 1926, comes into operation in the autumn of that year, it will create a revolution in ocean telegraphy. Instead of a transmitting speed of 250 letters a minute—the present normal rate—it is anticipated that a speed of 2,500 letters a minute will be attained. In addition, it will be possible to sub-divide the cable into different sections to be used by such widely differing organisations as news distributing agencies, Stock Exchange operators, and private concerns. The immediate effect should be a complete elimination of telegraphic congestion and a considerable reduction in telegraphic transmitting rates.

The cost of the new cable is about £1,000,000, and it is being made by the Telegraph Construction and Maintenance Co., of Greenwich, who are also laying the new cable for the Pacific Board between Vancouver, Island and Fanning Island. It is understood that the Western Union is letting two of its channels to the Commercial Cable Co. The old cables will remain in use, but the development means that facilities for transmission across the Atlantic will be more than doubled. It is expected that new high-speed cables will gradually be laid down by other cable companies. The British Government owns two cables across the Atlantic, which are not remunerative as a commercial venture. It is not the present intention of the Post Office authorities to follow the example of the Western Union by laying down a new cable for rapid transmission. The cost between England and Canada would be over £1,000,000, but this would be an economic expenditure from a commercial point of view, as the two Post Office cables will suffer heavily from the new competition.

Explaining the new system to a representative of *The Daily Telegraph*, Rear-Admiral C. P. R. Coode, European general manager of the Western Union Telegraph Company, said it had been brought about by the utilisation of a particular type of cable, which was operated under a system known as continuous loading. The core was wrapped round with narrow tape of a special alloy, which had given wonderful results in the matter of rapid transmission. The first of this new type of cable was laid last year between New York and the Azores to deal with the direct telegraphic working between Spain and Italy and America. Hitherto there had been no radical difference made in cable construction since the trans-Atlantic cables were originally laid in the 'sixties, and such improvements as were effected were concerned with the instruments operating at each end of the cable. As a result of the employment of the new type of cable the transmitting speed was increased to 1,500 letters a minute, and still further research had enabled the engineers to carry out improvements which, it was anticipated, would enable the new trans-Atlantic cable to transmit at the rate of 2,500 letters a minute. The discovery, said Rear-Admiral Coode, would effect a real revolution in ocean telegraphy, but its importance to the public was not so much in the actual speed of communication as in the reduction of rates which was almost bound to come. The ability to sub-divide the cable really meant that five or more instruments could operate through the one cable at the same time, and that would obviously effect a considerable saving in time and expense, which would be to the advantage of the public.

Although credit for the invention is claimed by the Western Electric Company of America, it is satisfactory to note that the actual construction of the cable from New York to the Azores was entrusted to an English firm.

It is learned that Germany contemplates a re-entry into the field of trans-Atlantic cable competition, and that negotiations are proceeding with the object of relaying the cable between America and Hamburg, which was destroyed on the outbreak of hostilities between Germany and the Allies.

OIL POLLUTION.

SHIPPING INDUSTRY'S HOPEFUL VIEW.

An improvement in the position regarding pollution of coastal waters by oil discharged from vessels was reported at a recent meeting of the committee appointed by the International Shipping Conference to examine this subject.

The meeting unanimously passed the following resolution:—

That this committee, having considered all the evidence and information supplied at this meeting, finds that there is considerable improvement in the position, and that the nuisance has to a large extent been overcome, and resolves to continue its efforts until the time is ripe for reconsideration.

In the meantime the committee recommends shipowners of all countries to give instructions to their masters to take every precaution in order to prevent as far as possible any cause of complaint.

Among those present were representatives of Australia, Belgium, France, Germany, Great Britain, Holland, Italy, Norway, and Sweden, and the meeting was also attended by Lord Montagu (representing the Royal Society for the Protection of Birds) and Mr. Hugh Gladstone (representing the International Society for the Protection of Birds, the Royal Society for the Prevention of Cruelty to Animals, and the Audubon Society of America).

It was pointed out that although the shipping industry has co-operated loyally in the effort to arrive at a satisfactory solution of the problem, there have been other contributory causes of pollution such as oil discharge by naval vessels and from wrecks gradually breaking up round the coasts.



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WIRELESS MADE SECRET.

BIG CLAIMS MADE FOR A NEW INVENTION.

A scheme of secret wireless is claimed to have been invented, and is to be exploited by an organisation known as Secret Wireless, Ltd., which seeks to compete with the British Broadcasting Company.

It is claimed on behalf of the invention that:

"Messages transmitted cannot be 'tapped'."

It is free from interference by atmospheres.

Rapid changes of wave-length are possible.

The inventor is Mr. J. D. Chisholm, and the board of directors of Secret Wireless, Limited, consists of Mr. William H. Ross, Sir Malcolm Smith, Mr. P. J. Ford, M.P., Mr. W. Melklem Thomson, Mr. J. Spenser, Mr. Chisholm, Mr. C. R. McVittie, and Sir Walter de Frece, M.P.

PATENT ATTACHMENT.

Mr. Chisholm claims that the aid of a component attachable to existing wireless receiving sets, crystal or valve, will be essential for the picking up of messages transmitted by his system.

An experimental station has been established at Bournemouth, Kent, and the Postmaster-General has given permission for experiments to be carried out on an allotted band of wavelengths.

The new organisation is out frankly to break down the monopoly enjoyed by the B.B.C., and one of the first steps will be to place a rival scheme for the broadcast of plays before the Theatrical Managers' Association when they meet to discuss the draft agreement with the B.B.C.

License to transmit theatrical or music-hall entertainments, it is stated, has already been secured.

PRIVATE SERVICE.

The promoters declare that they could broadcast plays which could be heard by subscribers.

"Mr. P. J. Ford, M.P., explained the principle of the scheme to a *Daily News* representative by using the analogy of a music chord."

Wireless messages would be transmitted as a chord in music. The special catch words to the receiver, which could be fitted to any ordinary set at a cost of not more than 15s., split up the "chord" into its component parts, or separate words.

"It is by no means certain," Mr. Ford said, "that the Theatrical Managers' Association will come to an agreement with the B.B.C."

If the company's initial efforts were successful, he added, an attempt would be made to form a subsidiary company in which the general public would be invited to take up shares.

"And it is this subsidiary company," said Mr. Ford, "which will attempt to break down the present broadcasting monopoly."

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

June 22nd, 1925.

Hongkong and Shanghai Bank	£1,275	sa.
Canal Insurance	£750	nom.
Hongkong Fire Insurance	£870	b.
Union Insurance	£237	nom.
Douglas Steamships	£34	sa.
H.K. & M. Steamboats	£438	nom.
"Star" Ferries	£112	nom.
Waterworks	£172	nom.
"Ship" Transports	£46	b.
China Sugar	£58	nom.
Langiate (combined)	£190	nom.
Kowloon Wharves	£190	sa.
Whampoa Docks	£114	nom.
Shanghai Docks	£136	nom.
H.K. & S. Hotels	£153	b.
Hongkong Land	£351	sa.
Knightsbridge Estates	£193	nom.
Ewo Mills	£101	nom.
Shanghai Cottons (old) Tls. 57 n.	(new) 31 n.	
Oriental	£350	nom.
Cementa (combined)	£27	nom.
China Lighta (combined)	£31 b.	£12 a.
Provident	(old) £15 a.	(new) £14 nom.
Electric	£73 b.	£74 1/2 sa.
H.K. Bopes (combined)	£12 a.	
Tramways	£38	sa.
Watsons	(old) £21 a.	(new) £20 nom.
Peak Tram (old)	£22 nom.	(new) £23 nom.
China Underwriters	£41	nom.
Singapore Trams	£17	nom.
New Engineering	Tls. 24 nom.	
Buyers: 4-sellers: 2a-sales.	nom. nominal.	

THE CORONET

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and leaves no craving. Used in the leading clubs through-
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organs—that burden which makes life a
misery for so many. The remedy is
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of the world as well as the recommendation
of doctors, nurses and hospitals. Bismarck's
Magnesia stops stomach pain instantly by
removing its cause, it is quite inexpensive,
and either tablet or powder form can be
obtained from any chemist. It is the one
sure, safe and safe remedy for those who
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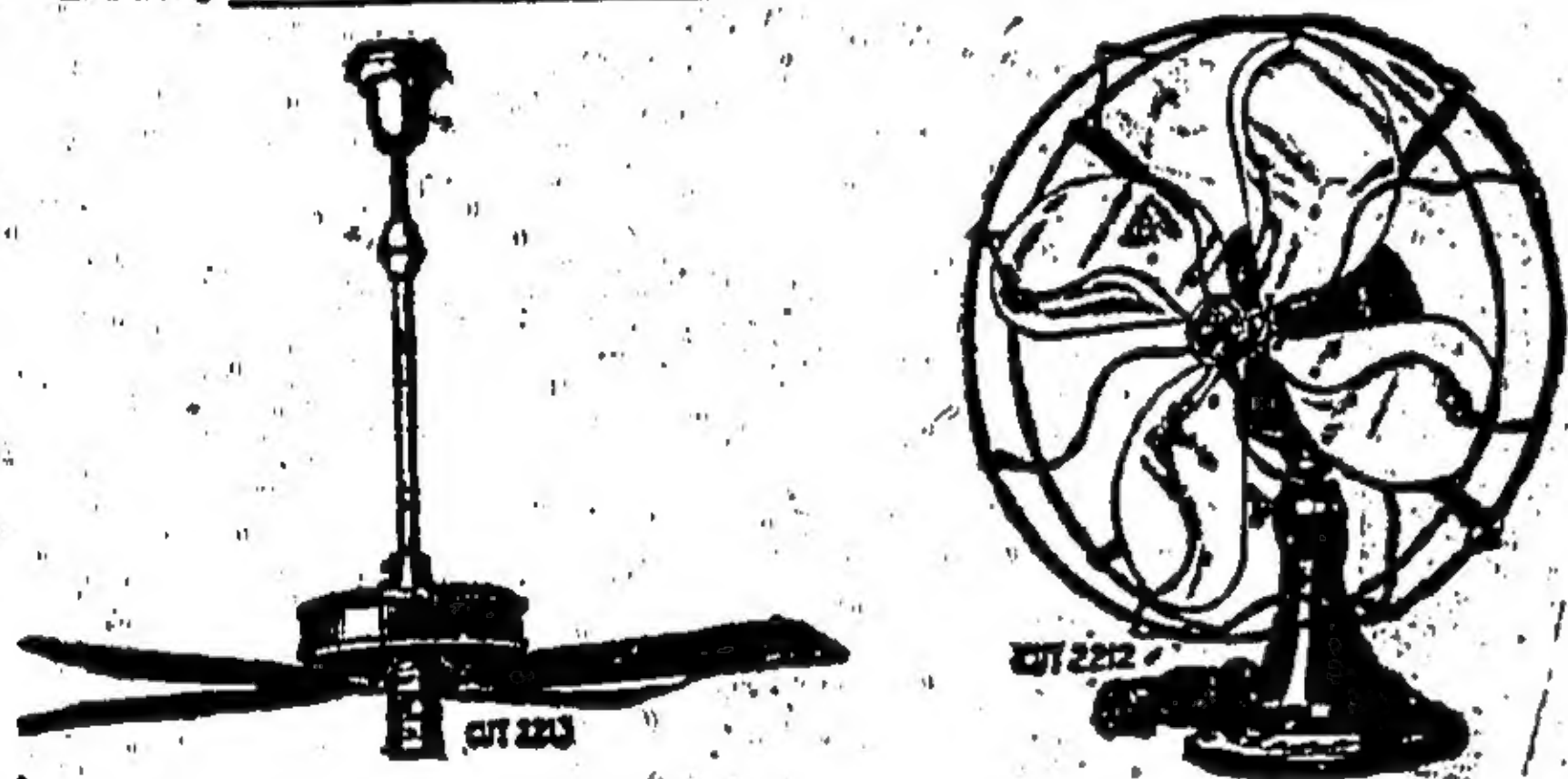
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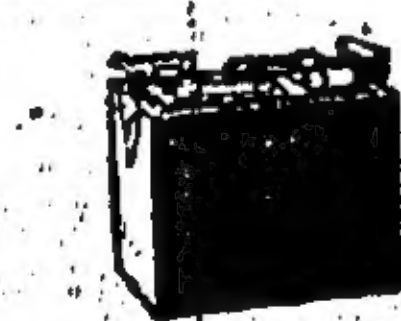
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THE HONGKONG & SHANGHAI HOTELS, LTD.

THE GOVERNMENT'S GUARANTEE.

FULL PROTECTION TO LIFE AND PROPERTY.

COMPENSATION IN CASE OF INJURY.

The following official notice has been issued from the office of the Colonial Secretary:—

"The Government calls upon all citizens to continue their ordinary occupations. It guarantees full protection to life and property; and, if any person loses his life as a direct consequence of being engaged in carrying on his customary work, the Government will pay to his family a sum of \$2,000. Appropriate payment will be made in the case of injury."

EMERGENCY REGULATIONS.

SAFE-GUARDING FOOD SUPPLIES.

Strikers when leaving the Colony will not be allowed to take any substantial amount of money with them. The export of rice, flour and tinned or preserved food stuffs is also being prohibited. The following is the Regulation on the subject made by the Governor-in-Council yesterday:—

Except under licence from the Colonial Secretary, the export of the following articles is prohibited:—

- 1.—Rice.
- 2.—Flour.
- 3.—Tinned or preserved foodstuffs.
- 4.—Gold and silver coin in amounts exceeding five dollars and gold and silver bullion.
- 5.—Bank notes of every description in amounts exceeding five dollars.

The following further regulations were also made by the Governor-in-Council on Monday:—

1.—It shall be lawful for any person authorised for that purpose by the Governor to censor, and to suspend the transmission of, any telegram to or from or in transit through the Colony.

2.—No person shall transmit any telegram from or through the Colony without the permission of such person as may be authorised by the Governor to give such permission.

3.—It shall be lawful for the Postmaster-General, or any person authorised by him, to seize, open, censor, and suspend the transmission of, any letter received by the Post Office, or by any person, for delivery in the Colony, or intended to be transmitted by any means from the Colony to any place out of the Colony.

4.—It shall be lawful for the Captain-Superintendent of Police, or any person authorised by him, to take possession of, use, and control, any premises, for any purpose which he may consider a public purpose.

5.—It shall be lawful for the Captain-Superintendent of Police, or any person authorised by him, to take possession of any vehicle and to use any such vehicle for any purpose which he, or such person, may consider a public purpose.

6.—(1) It shall be lawful for the Director of Public Works, or for the Captain-Superintendent of Police, or for any person authorised thereto by either of the said officers, to take possession of any coal, firewood, or foodstuffs, and to dispose of the same in any manner which he may consider desirable in the public interest.

ITALY'S FINANCES.

BUDGET BALANCED FOR THE CURRENT YEAR.

The Italian Minister in Peking has issued the following summary of the last speech made by Finance Minister De Stefani before the Chamber of Deputies.

The actual expenditure of Italian State for the financial year 1921-22 amounted to 24,851 millions lire, while the estimated expenditure for the current financial year 1922-23 is 17,217 millions.

The budget of the current financial year balances. The actual income of the last ten months has increased by 943 millions.

The budget of the State Railways, which in the year 1921-22 closed with a deficit of 1,258 millions, show now a surplus of 98 millions. Likewise the Budget of the Postal Telegraph and Telephone Administration for the current year shows a surplus of 5 millions against a deficit of 464 millions in the year 1921-22.

The Public debt during the eleven months of the current financial year has decreased by 2,155 millions. The percentage of the floating debt is 130.54 against 138.54 in 1922.

The total paper money circulation, amounting to 20,514 millions on December 31st, 1924, has been decreased to 19,745 millions on April 30th last.

The paper money circulation on October 31st, 1922, was 344 lire per head; on April 30th last 496 lire.

To facilitate the balancing of the trade returns the bank brokerage has been increased from 6 to 6½ per cent.

The Morgan Bank has opened a credit of 5 millions gold dollars. Those banks authorised to issue paper currency on the above mentioned sum, drafts may be issued if necessary, to moderate the rate of the exchange.

The conditions of the credit are very favourable and prove the confidence which the Morgan Bank has in the Italian financial situation.

The Government is preparing special measures for South Italy viz: building of new roads, cheap dwelling house, irrigation and land redemption works.

(2) Any coal, firewood, or foodstuffs, taken possession of under the provisions of this regulation and not returned to the owner, shall be paid for at such rates as shall be determined by a board of arbitrators hereafter to be appointed by the Governor.

7.—It shall be lawful for any person empowered by any regulation made under the Emergency Regulations Ordinance, 1922, to do anything, to effect any entry which he may consider necessary to exercise such power.

8.—No person shall obstruct any person in the exercise of any power conferred on him by any regulation made under the Emergency Regulations Ordinance, 1922.

9.—It shall be lawful for any public officer to arrest any person whom he may suspect of having contravened any regulation made under the Emergency Regulations Ordinance, 1922.

PROCLAMATION.

As was announced in the *Daily Press* yesterday the Volunteers were called up on Sunday evening. They paraded at Headquarters and many were assigned special duties, which mainly took the form of patrolling in different districts.

The Proclamation mobilising the Volunteers was published in a *Government Gazette Extraordinary* yesterday. It is as follows:—

By His Excellency Sir Reginald Edward Stubbs, Knight, Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same.

Whereas by Section 12 of the Volunteer Ordinance, 1920, it is enacted that the Governor may in case of great national emergency or in case of actual or apprehended invasion of, or attack on, the Colony, or in case of serious local disturbances by Proclamation call out any volunteer corps for actual military service; and Whereas it is also enacted by the aforesaid section that the period of such service shall continue so long as the Governor may consider necessary and shall end only by order of the Governor.

Now therefore I, Sir Reginald Edward Stubbs, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, do by this Proclamation call out the Hongkong Volunteer Defence Corps for actual military service until my further order.

JACK DEMPSEY.

TALKS OF HIS PLANS ON HIS ARRIVAL IN ENGLAND.

Jack Dempsey, the champion heavy-weight boxer of the world, arrived in London last month on a visit to Europe. Dempsey was not at the moment of landing fit to fight for his title. "This sea," he said to me on the deck of the *Berengaria*, writes T. C. Wignall, the boxing correspondent of the *Daily Mail*, "is worse than any opponent I ever met."

Dempsey, better known to film lovers as Miss Estelle Taylor, was even more emphatic about the sea.

"Actually," said Dempsey, "this is my honeymoon tour, but"—this with the wag of a finger—"if anyone comes to me in a few days' time with a proposition I'll be ready to talk to him."

"What about the suggestion that you meet Firpo for your title in July, or August at Deauville?" I asked.

"I'll be quite ready," answered Dempsey, "if the terms are all right. Nothing definite has been put to me."

"What about London?"

"I would rather fight here than anywhere," exclaimed Dempsey. "But who is there to fight me? The only two opponents I've heard referred to so far are Firpo and Paulino. Who's Paulino? What has he ever done?"

I explained that the Basque wood-chopper had one contest in England—with George Cook, the Australian—which he had lost.

"I'll fight him," said Dempsey, "if the details are fixed, and I'll also meet Firpo again. And beat him. He knocked me through the ropes last time, but I'm convinced I'm still able to 'take' him."

"Would you ask for a million dollars for a fight in London?"

Dempsey laughed. "Not likely," he remarked. "I told you when we met in New York that I'd be reasonable if an offer were made me to fight in London, and that still goes."

If a match is not made for the champion either in London or Deauville he will in all probability make a short tour of the British music-halls and theatres. Mrs. Dempsey may appear with him.

The only definite engagement Dempsey has made is to spar an exhibition bout at Mr. Harry Preston's next charity tournament, which will be held at the Dome, Brighton, some time this month.

CORRESPONDENCE.

THE SERVANT PROBLEM.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

Sir,—Now that the boys and servants in general have actually come out on strike—or voluntarily, and illegally, severed relations with their employers, whichever way one likes to put it—the time for keeping silence on the subject, if it ever existed, is past.

With your permission I would like to put down a few reflections which have occurred to me, in the hopes that they may induce the British population here to indulge in a little clear thinking, which is the only possible prelude to any clear sighted action.

This is the second time in three years that the servants have, for no reason whatever, and without due notice, broken faith with their employers, thrown up their jobs and simply walked out.

I think the majority of Britishers, who have been any time in the East will agree with me that amongst the whole mass of servants employed now-a-days, there is only a very small minority who can, by any stretch of imagination, be called "Trained" and the point, the great point, is that now is the time and the opportunity to put this servant question on a proper footing, once and for all.

I would like to appeal to the largest employers of servants in the East, to give us all a hand. I believe I am right in saying that after the last strike, not only were all the Hongkong Hotel servants taken back, but they got their pay for the time they were away, and also the usual annual bonus. In those days, we were all pretty green, and we heard, or indulged in, a lot of sloppy talk about Poor Fellows; it wasn't their fault; they didn't want to go, etc. We know better now. We realise that gratitude—for decent treatment, wages, etc.—honour, which would ensure the keeping of a contract—or good-will is simply nonexistent. Let us, then, put away false sentiment once and for all.

Will the largest employers of servants make a public statement that on no account will they allow back in their employ, in any capacity, any of the servants who have walked out? Will the rest of us agree—and stick to our agreement—to do the same thing? If we can all agree on that subject, then we have an excellent opportunity to shake off this servant's yoke and to make a fresh start. Then let the Government pass a Servants' Registration Bill, and make it compulsory on all servants to register and to have a Discharge book with a photo, and on all employers to take no servants except through a Government Bureau where the registry would be kept. It is only necessary for the Government to take a strong line and for the rest of us to pull together for a little time, for this eternal question to be settled. We are suffering the inconvenience of being servant-less now, and may be in any case for some weeks to come. Surely we can stick it out a little longer if it means getting servants on the Government's terms and with some sort of guarantee.

To diverge for a moment to a side issue.

For some extraordinary reason, the moment that a suggestion is made that a Chinese servant should be registered and that he should have a discharge book with his photo in it, a howl goes up from a noisy minority, that such a suggestion is derogatory, etc. It happened in the Straits when the Government passed the Servants' Registration Act, and it has happened here.

Can anyone explain just exactly what there is derogatory in giving a servant a Discharge book which would show a continuous record of service? To a capable and good servant it should be a matter of pride to be able to produce a Discharge book showing an honourable record. Every seaman and every officer in the British Merchant Service had such a book until the Geddes Axe fell on them on the score of economy—much to the indignation of the men concerned.

Every foreigner who travels has to have his photo and his photo in the shape of a passport. Is it derogatory to us?

Judging by the psychology of the foreigner during the last strike, this one is going to be a solvent of a great deal of aloofness and stand offishness that exists amongst us normally. It is difficult to be either aloof or superior when one is struggling for a crowded train with a string of sassafras or a leg of mutton in a string bag. Let us then grasp the opportunity to get together. I apologise for that hateful word, almost as bad as uplift, and put this servant question on a better and permanent footing.—Yours faithfully,

OPTIMIST.

[Certain parts of this letter have been excised.—Ed. D.P.]

"I AM DYING."

WOMAN'S GRAPHIC STORY OF SHANGHAI MURDER.

The tragic story of the murderous onslaught by a gang of Chinese at Shanghai on the night of June 15th, against Mr. W. W. Mackenzie, of the Municipal Electricity Department, was told to a *Daily News* representative next day by Miss Duncan who was the dead man's companion in a motor-car on the fatal night, and who was wounded by the assassins.

"When he fell back dead, he had just shifted gears," said Miss Duncan, interviewed at the General Hospital. "I grasped the wheel over his body, and managed to put my foot on the accelerator. I felt the bullets as they hit my hands. The tongues of fire spat out at us so closely that I thought the flames would touch me. One man had his hand on the door of the car as he fired directly at my companion—he could not miss his target. More of them shot from behind. When the bullets hit my hands I felt pain in my chest. I thought I was shot there."

ALONG THE ROAD.

"With my foot on the accelerator, I forced the car along to evade them—fortunately I knew a little about driving—but I could not dislodge his feet from the foot levers, so I did the best I could under the circumstances."

"The car got round the corner all right, I don't know how, I did not know the road. I screamed all the time I was driving, but I could not attract any one's attention. Cars passed us but they did not stop. I could not stop the car I was driving."

"When I got off the road—I thought I was still on the road—I felt the bumps in the field (Note: these uneven spots in the field appear to be very deep trenches or furrows possibly 18 inches deep, the N. C. D. N. car could not go over them an hour later) I let go the wheel and braced my feet, holding his body with one hand and my other hand on the door. Then I heard the splash as the front wheels dropped into the water. (Note: the ravine is at least six feet deep.)"

"How I got out of the car and up on the level I do not know. Then I saw lights and went to a house near the American Country Club. I hammered on the door with my bloody hands, but no one came. I thought the house was Chinese, so I took my hat and wiped the blood from the door. At last a boy came to the door. When I asked for 'master or missus' a man in volunteer uniform came. I said 'I am shot, my friend is shot, come.' He got his rifle and searched for the car—I could not find it but at last he got to the place. We could not remove the body. At last the police came, and Mr. Master, who brought me here to the Hospital."

THE LIGHTS OUT.

Miss Duncan said that after Mr. Mackenzie had turned the car round he saw the Chinese approaching and said they had better turn out the lights until they had passed. But the men stopped and Mr. Mackenzie got out from the car. She heard them speaking in Chinese and English. She was just getting out from the car on Keswick Road, when the shooting commenced and the deceased, shouting to her to get in again, ran to the car. He had just got the car into motion, when he fell forward crying, "I am shot, I am dying." She then took the wheel as the remainder of the door shots rang out, four of which imbedded themselves in the body of the car.

Miss Duncan had both hands bandaged up—the middle finger on the one was nicked by a bullet and the flesh at the base of the other thumb.

Further investigation on the part of the police revealed 12 empty cartridges at the scene on Keswick Road, and one live shell. In the body of the car they found two empty shells and two spent bullets.

WHAT WAS THE CAUSE?

There are three theories of this premeditated crime: and that it was planned is without question, for both roads beyond the intersection were dug up, so that no cars could pass. One theory is that students hired ruffians from Chapei in a spirit of revenge; another that friends of one of the dead students wanted blood for blood, though in this instance it would seem that they would try to shoot a police officer—it will be remembered that this failed, however, in the Thibet Road shooting. The last theory is that some of the Chapei Volunteer ruffians committed the crime in civilian short coats. Police in many instances have seen their drab trousers under long coats. Further evidence may be seen in the report of an informant: About a month ago he stopped his car on Warren Road between Hungjiao and Brenan Roads. Five of these volunteers in full uniform and with rifles, stepped along side the machine and flashed their lights onto the occupants, but they left when they saw who was inside.

THE FUNERAL.

The funeral took place on June 17th, and was attended by a large number of friends of the murdered man, who leaves a widow and two children.

STRIKE SITUATION.

PREPARATIONS BEING HURRIED FORWARD TO COPE WITH ANY EMERGENCY.

FOOD, TRANSPORT AND LABOUR CONTROLLERS APPOINTED.

Yesterday may best be described as a day of preparation. There was no material change in the strike position from that reported in our last issue, but notices having been given in many establishments that staffs would be leaving last night or to-day everyone was busily occupied in perfecting their plans for coping with any emergency that might arise.

VOLUNTEERS.

Reference has already been made to the fact that the Volunteers were mobilised on Sunday evening. They have been given instructions how to act if called upon, but at present their orders are simply to "stand by." Uniforms have to be worn and rifles and ammunition kept ready to hand. All ranks, also, have to make such arrangements as will enable them to be communicated with rapidly.

LABOUR CONTROL.

The following notification was issued from the City Hall yesterday afternoon:

An Emergency having been declared to-day by His Excellency The Governor, all persons wishing to offer their services in the public interests are requested to report themselves to the office of the Labour Controller, City Hall.

Persons who have already registered at Police Headquarters for essential services need not so report; their names are already on record.

Companies or persons requiring essential labour should make written application to the Controller of Labour.

(Signed) G. M. YOUNG,
Controller of Labour.

TRANSPORT AND FOOD.

The Hon. Mr. C. McI. Messer has been appointed Transport Controller, and Mr. N. L. Smith, Food Controller.

Mr. M. J. Breen, the Acting Postmaster-General, has also been appointed Censor and has been given special powers to suspend the transmission of any telegram or letter through the Colony.

The Emergency Regulations are given in full in another column, and it will be seen from them that vehicles, coal, firewood and foodstuffs can all be commandeered if required.

ESSENTIAL SERVICES.

There is no danger whatsoever of any failure to maintain the essential services of the Colony. A considerable number of pickets are on duty to prevent the possibility of any interference with necessary routine work. But this is a precautionary measure simply. It is not anticipated that any attempt at such interference will be made. Yesterday there was no suggestion that the employees of the Electric Light Company would go on strike. The Peak Trams and the Kowloon Ferries were running as usual. In all these cases, however, if the Chinese do leave staffs are in readiness to "carry on."

HOSPITALS.

Hospital, V.A.D., and Ambulance services are under the charge of Mr. E. Ralphs, Assistant Commissioner, St. John Ambulance Brigade. Ladies and gentlemen willing to offer their services are requested to communicate with him at the Education Office, stating what particular duties they wish to undertake.

GOVERNMENT SCHOOLS.

The Government Schools affected by the strike closed yesterday morning until further notice.

THE DAIRY FARM.

The following correspondence reflects the position in the Dairy Farm, Ice and Cold Storage Company. Writing under date of June 10th to the Secretary of the Kowloon Residents' Association, the Acting Secretary of the Dairy Farm Company, said:—

DEAR SIR,—In view of the persistent rumours at present circulating regarding a threatened strike I shall be glad to learn if your Association would care to assist in the running of our Kowloon Branch should same eventuate. We were not able to open this Branch during the last strike owing to a lack of assistants, but we sincerely hope to be able to keep the flag flying on this occasion—that is if we can depend upon outside assistance.

If this matter has not been considered by your Association I shall be glad if you will put it before them at your earliest convenience. I should say we shall require six volunteers including one motor driver able to handle a Ford truck.

To this the Hon. Secretary of the Kowloon Residents' Association replied:—"I have pleasure in assuring you that in the event of a strike my Association will afford you all the assistance possible to carry on your Kowloon branch."

Almost everywhere the same story is told. It, perhaps, might be too much to say that the emergency is being faced with cheerfulness, because there is a tremendously strong undercurrent of indignation that it should have been forced on the Colony. But in all quarters there is a grim determination, using the words of His Excellency, "to see it through."

At the Dairy Farm yesterday the Daily Press was informed again that there was certainly no need to worry about food supplies. All the Chinese employees—bushers, distributors and most of the clerks have struck, but the emergency arrangements are working satisfactorily. Chinese at the farm itself are still carrying on. Plenty of cattle are available.

The only difficulty at the moment is one of distribution.

From to-day business will be conducted on a cash basis. Customers should send to the Main or Kowloon depots between 7 a.m. and 11 a.m. and 2 p.m. to 4 p.m. and to the Peak Hotel depot between 8 a.m. and 12 noon and 2 p.m. to 4 p.m. Those requiring milk should take their own bottles.

Yesterday afternoon there was a big crowd at the central store at the top of Wyndham Street. The doors were locked and all had to wait their turn to enter. Volunteers are asked for in order to help prepare supplies for distribution.

WISEMAN'S.

There was not a single Chinese waiter at Wiseman's yesterday, but the café was a hive of industry. The manager in his shirt sleeves was directing the work of a dozen or more European volunteers who were carrying on cheerily and well, and he smilingly assured a Daily Press representative that "everything in the garden was lovely." There was plenty of food, plenty of bread and plenty of cake. Customers, however, are requested to make allowances if the service falls a little below the usual standard.

ASTOR HOUSE AND ALEXANDRA CAFE.

All the boys were working as usual at the Astor House Hotel and the Alexandra Café yesterday, but, of course, no one could say definitely how long such conditions would be maintained. All the management in each place could say was that the boys did not wish to strike and that they had received no notice of a strike.

HONGKONG HOTELS.

Apparently the Hongkong Hotel have been able to retain the services of about fifty boys. All of these have been at the hotel for many years and they declare that they are resolved to remain and have no fear of the consequences. Certainly considering the general stampede these heroes deserve medals. Despite the fact that about 500 boys have left from the Hongkong, Peak, and Repulse Bay Hotels the work is being carried through splendidly. In the Hongkong Hotel all meals are being served in the Grill Room.

KING EDWARD HOTEL AND HONGKONG CLUB.

The boys at the King Edward gave notice on Sunday that they would leave after dinner on Monday night. The position is similar at the Hongkong Club. The boys have given notice and service will be maintained by the members themselves from to-day on.

HELP AVAILABLE.

It is expected that all "boys" will have left their employment by Wednesday. In this connection it is useful to note that a large number of Portuguese and Filipinos are offering their services. Some thirty-five or more have already been taken in by the Hongkong Hotel.

NORTHERN CHINESE ARRESTED.

Five Northern Chinese were arrested by the Water Police on Sunday—three on Holt's wharf and two on board the s.s. *Meriones*.

The three men arrested on the wharf appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday charged with trespass and alleged intent to intimidate seamen.

After hearing the evidence, His Worship held that there was no doubt that the men were guilty of trespassing on the wharf, but considered that the other charge could not be proved as the vessel had left Hongkong.

Sentence was deferred, pending inquiries.

The two Chinese arrested on the *Meriones*, appeared before Lieut.-Commander G. F. Hole at the Marine Court and were discharged with a caution.

THE STRIKE DEMANDS.

The nature of the demands made by the "strikers" will show how impossible it is for the present disturbance to be settled by argument or arbitration. Who made the demands or from where they came no one seems to know. They have come into the hands of the Police and it is interesting to put them on record. They are as follows:—

(1.) Chinese to be given entire freedom of speech and criticism in press and other publications. The same freedom to be extended to the formation of guilds and the holding of meetings.

(2.) All Chinese to be treated on the same basis, disregarding registry of birth. The Government, immediately to abolish the deportation law and also such evil practices as "private torture" and brutal assaults.

(3.) Labour unions to have a right to vote in the appointment of Chinese Legislative Council members. The present system to be reformed.

(4.) Improvement of labour conditions, including abolition of the contractor system, the prohibition of child labour, and an 8-hour day.

(5.) The Government to cancel the decision which allows landlords to increase rents by 15 per cent., and instead, on July 1st, order a 25 per cent. reduction of rent.

(6.) Chinese to have the right to reside on the Peak so that there shall be no racial discrimination.

MORE SHIPS AFFECTED.

ATTEMPTS NOW BEING MADE TO INTERFERE WITH OCEAN GOING VESSELS.

When the strike commenced it was stated that as far as shipping was concerned it would be confined to River and Coast boats.

Yesterday, however, attempts which were partially successful, were made to get the crews off practically all ships in harbour.

A very curious commentary on the statement that the strike is supposed to be in sympathy with the Northern Chinese lies in the fact that those boats with Northern crews are the least affected. The Northern Chinese will have little to do with their Southern "sympathisers."

On the Dollar liner *President Adams*, for instance, the stokers are Shanghai men and nothing could induce them to leave their jobs. The stewards came out on strike, but their places were taken by cadets and apprentices on board and the boat left yesterday afternoon.

It was reported that the crew of the *Empress of Asia* had struck but this appears to have been an exaggeration. A few of the stewards have left, but as far as the Company are aware the crew will remain. The boat is scheduled to leave on Thursday.

LADY VOLUNTEERS WANTED.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I shall be obliged if you will kindly make it known through the columns of your paper that the Peak Residents' Association are forming a "Ladies' Emergency Committee" to render assistance on the Peak in the event of necessity with such cases as the following:—

- (1.) Cooking for patients in hospitals.
- (2.) Helping nurses in hospitals.
- (3.) Helping in cases of sickness in private houses.
- (4.) Helping with children.

Any ladies living in the Peak area, whether members of the Association or not, who can spare time in the morning or afternoon or all day duty are requested to communicate with Mrs. MacKenzie, 465, Peak, or Mr. F. G. Hall, c/o The Peak Club, in order that all arrangements may be made to get this proposed organisation in working order. Yours faithfully,

E. B. C. HORNEILL,
Hon. Secretary,
Peak Residents' Association,
Hongkong, June 22nd, 1925.

MEETING OF CHINESE CHAMBER OF COMMERCE.

H.E. THE GOVERNOR AND RUMOURS AMONG THE CHINESE.

A well attended meeting of the Chinese General Chamber of Commerce was held yesterday when Mr. Li Wau Chuen presided.

The Hon. Mr. Chow Shou Son spoke of an interview which he and the Hon. Mr. R. H. Kotewall had with H.E. The Governor. His Excellency said Mr. Chow Shou Son had been much surprised at the rumours which had been prevailing during the last few days to the effect that the Government was going to stop the water supply as well as the provisions of the Chinese people. His Excellency said such rumours were absolutely unfounded and he hoped the people would cease believing them.

H.E. The Governor, reported Mr. Chow Shou Son, had said that the Government would treat the whole population without discrimination as it was its duty to protect its citizens in all places and at all times. With regard to the recent restrictions in the water supply there had been due to the drought. Fortunately heavy rains had fallen during the last few days and the restrictions had been removed. The Government were also well prepared to maintain food supplies sufficient for the entire population, if the strike continued. The people, however, would have to arrange amongst themselves regarding the distribution of the provisions. The Government suggested that the Chinese people should elect committees to see to the distribution of food to the several districts.

The Government were also well prepared to maintain the electric lighting and ferry services. It was the duty of the Government, His Excellency had said to maintain peace and order in the Colony and he had asked that his assurance might be given to the Chinese people that they need not be afraid that there would be a shortage of provisions, water, or any other necessities. (Cheers.)

FOOD DISTRIBUTION.

The members then discussed the question of distribution of food supplies during the strike.

A local pork dealer said he was quite willing, if he had the co-operation of other dealers, to distribute supplies to foreigners as well as the Chinese.

A member referred to the announcement in the *Government Gazette* that no person going out of the Colony should take with him more than \$5 in notes or coin and thought the searchers would have a good opportunity for "squeeze."

The Hon. Mr. Chow Shou Son suggested that the Government should give instructions to the searchers to turn away all persons who contravened the regulation.

After further discussion it was decided that all the Chinese should work together with regard to the distribution of food.

STRIKE NOTICE

UNLIMITED QUANTITIES OF

BREAD

CAN BE OBTAINED AT

CAFE WISEMAN'S
ICE HOUSE STREETTHE PEAK STORE
THE KOWLOON AGENCY
ON LEE, NATHAN ROAD

ALSO FROM 8 A.M. TO 1 P.M. AT OUR

BURROW STREET BAKERY

IN ONE LB. LOAVES 15 CTS. EACH.

CUSTOMERS ARE REQUESTED TO PAY CASH
DOWN AS MUCH AS POSSIBLE

FULL STOCKS OF PROVISIONS

AT PEAK STORE AND

LANE, CRAWFORD'S.

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CONTINENTAL

SOLE AGENTS

STEINLE & CO., SHANGHAI

BORNEMANN & CO.,

HONGKONG—QUEEN'S ROAD, ASIATIC BUILDING,
CANTON—No. 17, THE YUAN HA KAI.

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NEW ENGLISH RECORDS
MUSICAL COMEDY SELECTIONS

9033—"THE DOLLAR PRINCESS"

IN TWO PARTS.

9034—"PATRICIA"

IN TWO PARTS.

ANDERSON'S.

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Powell

Telephone C. 3146

BECTIVE SHOES

The well-dressed man will find in this shoe the same satisfaction he gets with perfectly tailored clothes. Modelling, making, and materials are all of the best. Accurate fitting and satisfaction.



STYLE 3356. PRICE—21.50

SOLE AGENTS
FOR

KELTIC SHOES

NEW ADVERTISEMENTS

THE SHARE AND REAL ESTATE
BROKERS SOCIETY OF
HONGKONG.

NOTICE.

OWING to Unforeseen Circumstances the June Settlement Day which ought to have taken place TO-DAY (23rd JUNE, 1925) has been postponed until further Notice.
By Order of the Committee,
M. FERNANDEZ,
Secretary.

HONGKONG SHAREBROKERS'
ASSOCIATION.

JUNE SETTLEMENT, 1925.

OWING to Unforeseen Circumstances the June Settlement has been postponed until further Notice.
By Order of the Committee,
J. W. KEW,
Secretary.

S.S. "SI-KIANG."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON, etc., also Cargo from HAYRE, LA PALLOCE & COGNAC, ex S.S. "LIBERTÉ DE LA TOUR," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, Monday, the 22nd inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 22nd inst., at Noon, will be subject to Rent and Landing Charges.
All Claims must be sent in to me on or before Tuesday, the 30th inst., or they will not be recognized.
All damaged Packages will be examined on Saturday, the 27th inst., at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSER,
Agent.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

FROM NEW YORK.

THE Steamship "COLORADO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th June, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 2nd July, 1925, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10 a.m. and Noon, within the free storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL
LINE.

FROM NEW YORK.

THE Steamship "BIRCHBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th June, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 2nd July, 1925, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th June, 1925, at 10.30 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES for Company's Steamer "PATROCLOS" are hereby notified that the Cargo will be discharged at Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 13th July, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

HONGKONG, 22nd June, 1925.

NEW ADVERTISEMENTS

SETTLEMENT DAY.

BY Permission of His Excellency the Governor of Hongkong, the Hongkong Stock Exchange has postponed their Settlement from TO-DAY, (June 23rd) until Tuesday, July 7th.

Sgd. H. BIRKETT,
Chairman of the
HONGKONG STOCK EXCHANGE.

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NOTICE.

IN view of the Prevailing Conditions it has been decided to postpone the Ceremony of laying the First Block in the Quay Wall at North Point on THURSDAY, 25th JUNE, at 11.20 A.M., until further Notice.

CHING SIONG LAND INVESTMENT
CO., LTD.

Hongkong, 22nd June, 1925.

2333]

POLICE WHIST DRIVES.

COMMENCING THIS WEEK, The WHIST DRIVES at the Police Recreation Club, will be held at 8.10 P.M. on THURSDAYS, instead of on FRIDAYS, as previously announced.

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CHINA UNDERWRITERS, LIMITED.

THE TRANSFER BOOKS AND REGISTER OF SHAREHOLDERS of the Company will be CLOSED from WEDNESDAY, the 1st day of JULY, 1925, to WEDNESDAY, the 8th day of JULY, 1925 (both days inclusive), during which period No Transfer of Shares can be registered.
Dated the 12th day of June, 1925.

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NOTICE.

WE have Authorized Mr. HO KWONG to Sign PER PROCURATION as from This Date.

For and on behalf of
F. D. SASSOON & CO., LTD.,
A. S. GUBBAY,
Manager.

Hongkong, 18th June, 1925.

2318]

NOTICE.

LANE, CRAWFORD, LTD.

COMPLAINTS having been received to the effect that Articles Sold by us are not in Stock at our Peak Store, we wish to inform our Customers that This Branch is Now Fully Stocked with all kinds of Groceries and Tinned Provisions.

If at any time Articles are not in Stock when asked for, the Management will return it a favour if a Complaint be sent to the Head Office.

2334]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD
PROPERTY.

SITUATE at MONG KOK TUN, in the DEPENDENCY of KOWLOON and COLONY of HONGKONG, and referred to as the Land Office as KOWLOON MARINE LOT No. 34, Together with Fourteen Messuages or Tenements and other Erections and Buildings thereon. Annual Crown Rent: \$125.00. Area: 12,084 Square feet or thereabouts.

IN ONE LOT

BY
MR. E. V. M. R. DE SOUSA,
Auctioneer.

THE CHINA AUCTION ROOMS,

China Building,
Queen's Road, Hongkong.

ON
WEDNESDAY,
THE 24th DAY OF JUNE, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

MESSRS. GEO. K. HALL BRUTTON & CO.,
Mortgagees' Solicitors,
St. George's Building,
Chater Road, Hongkong,

or to
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
China Building,
Queen's Road Central, Hongkong.

Dated the 16th day of June, 1925.

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BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD
PROPERTIES.

SITUATE at VICTORIA in the Colony of HONGKONG and respectively registered at the Land Office as SUBSECTION ONE OF SECTION C OF INLAND LOT No. 427, and SECTION E OF INLAND LOT No. 427, TOGETHER with the Messuages or Tenements and other Erections and Buildings thereon respectively known as No. 31, Sam Pan Street and No. 234, Queen's Road East.

IN ONE LOT

BY
MR. E. V. M. R. DE SOUSA,
Auctioneer.

THE CHINA AUCTION ROOMS,

China Building,
Queen's Road, Hongkong,

on
FRIDAY,
THE 26th DAY OF JUNE, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

MESSRS. GEO. K. HALL BRUTTON & CO.,
Mortgagees' Solicitors,
St. George's Building,
Chater Road, Hongkong,

or to
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
China Building,
Queen's Road Central, Hongkong.

Dated the 12th day of June, 1925.

2298]

INTIMATIONS

"There's a spirit" above, and a spirit below,

A spirit of joy, and a spirit of woe,

The spirit above is the spirit divine,

The spirit below is the spirit of wine."

FINEST

OLD BROWN
BRANDY

is Unsurpassed as a
Liqueur.

Exquisitely Mellow,
and of Fine Aroma;
Delightful to the
Palate.

(Blends Deliciously with
Watson's Dry Ginger Ale).

Bottled at Cognac, France,
especially for

A. S. WATSON
& CO., LTD.

Wine and Spirit Merchants.

Phone 818.

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BIRTH.

JACOBS.—At Shanghai, on June 16th, to Mr. and Mrs. H. S. Jacobs, a daughter.

DEATH.

MACKENZIE.—At Shanghai, on June 15th, William Whitehead MACKENZIE, of the Municipal Electricity Department, in his 33rd year.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet-Street, E.C.

The Daily Press.

HONGKONG, JUNE 23RD, 1925.

A STATE OF EMERGENCY.

EVERYONE apparently is now satisfied that we are to suffer the inconvenience of a general strike. It has not developed fully yet, but that it will extend to practically every phase of commercial activity is taken for granted—so much so that the possibilities one way or the other are not even discussed. The topics of the hour are—How will the situation be handled? What are we required to do?

The mobilisation of the Volunteers on Sunday evening was generally regarded as a wise move, and the prompt measures taken by the Government yesterday were heartily welcomed. As we remarked in our last issue there has never before been a crisis during which the workers generally have shown a greater disinclination to strike than in the present one. We can now add, with confidence, that never before have the British community been so united and so whole-hearted in their determination to establish themselves once and for all as masters in their own household. This strike, engineered from outside, is regarded as a direct threat to our liberty and must be resisted. There is nothing to argue about. There is no hope of a settlement because there is nothing to settle. It is simply going to be a case

of endurance, and judging from the present temper of the community there is no doubt which side will have to give way. Our Chinese workers have proved themselves time and time again to be timid and spineless creatures and invariably we have shown sympathy with them, and perhaps even secretly admired the tender solicitude they always display on such occasions as these for the welfare of their families. But now they should learn that they must not run like sheep at the first threat of some obscure agitator. Or if they do run, they must be taught that cowardice has its penalties.

Now that a "State of Emergency" has been declared the organisation within the Colony is proceeding swiftly on well planned lines. Our food supplies have been guaranteed by the embargo placed on the export of rice, flour and tinned and preserved food-stuffs. There is no reason for us to fear any shortage, but it should not be long before this embargo begins to make itself felt in Canton. Labour, Transport, and Food Controllers have been appointed and the committees under their guidance will, where necessary, make themselves responsible for the distribution of provisions. The Acting Postmaster-General has also been given special powers under the Emergency Regulations to exercise the strictest form of censorship over all postal matter, and it is hoped that this will help to stop the circulation of any more inflammatory literature and threatening letters. Moreover, when the strikers leave for Canton they will have to go without any money in their pockets, coin or notes in any amounts exceeding five dollars being prohibited.

It seems to us that the Chinese who leave the protection of the Colony at this juncture in order to sojourn in Canton are going to experience a particularly lean time. It is probable that they will soon wish they had never left and will desire very quickly to return. We sincerely hope that this will prove to be the case. Their absence will cause us a tremendous amount of annoyance and trouble. That much we do not mind admitting but, perhaps, it will be worth while if the lesson learned by the prodigals is a salutary one and one which will be remembered by them for a few years.

The Government has guaranteed the fullest protection to all who stay, and has even offered to compensate any who may suffer injury through remaining to do their duty. It cannot do more. There is nothing left now but to allow things to take their course as far as the Chinese themselves are concerned. The strikers are fools; many of their own countrymen admit it. But we have simply to wait to let the strikers find out the fact for themselves.

As far as British residents are concerned we are certain that they will "carry on" and keep the flag flying.

Executing a search warrant at the Kowloon Hotel on Sunday, the Water Police arrested a Chinese on a charge of being in possession of one revolver and 25 rounds of ammunition.

In view of the conditions prevailing in the Colony the ceremony of laying the first block in the Quay Wall at North Point, which was to have taken place on Thursday, has been postponed.

An "Express" sent out by The Eastern Extension Australasia and China Telegraph Co., Ltd., Hongkong Station, states that normal working with Shanghai, and beyond, has been re-established.

The return of notifiable diseases in the Colony for the 24 hours ended on June 19th shows 1 Chinese case of enteric fever. The Colony had a clean bill of health during the 48 hours ended on June 21st.

From an unknown cause a gas metre, placed in a brick enclosure near the Kennedy Road Peak Tramway Station burst into flame on Sunday evening. The Fire Brigade arrived with one engine, and the fire was quickly extinguished.

The defeated general of the Yunnanese troops arrived in Shanghai on June 16th, states the N. C. Daily News. He came on the President Jackson, and after the ship anchored at Woosung for the night slipped ashore on a boat which came alongside especially for him.

At the Central Magistracy yesterday a licensed motor-car driver, named Chan Kwai, was charged with a breach of traffic regulations and driving a car with defective brakes. This case, was a sequel to an accident in which a small boy, an old man and a woman were injured recently. The case was settled, however by the defendant offering to pay \$30 as compensation.

Thirty years ago, the first Chinese city association of the Y.M.C.A. was formed in Tientsin. On June 13th, in the large Association building at East Wall Street, the Association celebrated its thirty years of work. To-day there is a city association for every year the Y.M.C.A. has been in existence in China, and the membership in Tientsin alone is over 1,700.

In a letter just received by Mr. G. W. King, H. M. Magistrate at Shanghai, Judge Peter Grain wished to be remembered to his many well wishers there thanking them for their many kind remembrances. Judge Grain has just undergone his third operation—the people at home believing that this was successful and he will be able to resume his duties in December.

At the Kowloon Magistracy yesterday, before Mr. E. W. Hamilton, two Chinese members of the crew of the s.s. *Benarukie*, were charged with the unlawful possession of ten Mauser pistols and stocks, two automatics, 22 revolvers and 5,192 rounds of ammunition. The arms and ammunition were seized by the police during a search made on the vessel on Sunday. Both defendants were remanded.

The Northern Chinese Press, states that a number of Koreans are taking advantage of the present situation to disseminate seditious literature against Japan and urging the Chinese to rise in the overthrow of imperialism. Marshal Tuan Chi Jui, the Chief Executive, has ordered his subordinates to take the necessary precautions against these activities and to arrest any Koreans found in Chinese dress distributing such literature, as well as to place the houses of Koreans under surveillance.

The unemployed European seaman, named Glen Higgins, who was convicted on two very recent occasions by Mr. S. B. B. McElderry at the Central Magistracy for being drunk and disorderly, again appeared before His Worship yesterday on a similar charge. Defendant made a long and pathetic appeal for mercy and said that he had been in hospital the whole of last week suffering from dysentery and was discharged on Saturday. In the evening, he failed to secure accommodation at the Seaman's Institute, and he afterward took a bottle of beer. His Worship, who accepted the defendant's promises to amend his ways, discharged him with a warning.

YUNNANESE SOLDIERS.

SMART CAPTURE BY LOCAL POLICE.

Yesterday afternoon, an European police sergeant and six Indian constables took into custody a party of 50 Yunnanese soldiers in Wong Nei Cheong village.

They conveyed them to No. 2 Police Station, when they were sent to the deportation shed at Yau-mai, where they will remain until they can be sent home.

It is understood that the men came to Hongkong to find their late commander, in order to receive \$40 each, which they had been promised in the event of victory over the Cantonese. Despite the fact that they did not win, their General was, apparently, sympathetic and paid them, as the money in possession of the men worked out at an average of \$40 each.

CONFERENCE AT CANTON.

GOVERNOR AND THE MERCHANTS.

THE STRIKE QUESTION.

The *Canton Gazette* of Saturday states that Governor Hu Han Min invited the commercial circles of Canton to send representatives to a Conference to discuss questions relating to the re-organisation of the Civil Administration.

The merchants' attention, says the *Gazette*, was drawn to the Shanghai crisis by the Governor who said that the Government and the public of the province had not been able hitherto to devote great attention to this affair owing to the recent warfare. It was pointed out by the Governor that other parts of China had been actively helping and upholding the Shanghai people and he announced that the workers in Hongkong and Shamen would strike in a similar manner at the appropriate moment.

In conclusion, the Governor advised the merchants to try their best to give financial assistance to the would-be strikers who might have to return to Canton from Hongkong and would need supply of food. These strikers were engaged, he said, in a patriotic movement vitally affecting the national prestige.

It was afterwards resolved that a joint meeting of the various merchants' bodies be called for further discussion of the question and a committee was appointed to take charge of the arrangements.

GENERAL HSU CHUNG-CHI.

ARRIVAL IN CANTON.

General Hsu Chung Chi, Commander-in-Chief of the Cantonese Army, returned to Canton yesterday, says the *Canton Gazette* of Saturday.

General Hsu who arrived in Hongkong from Swatow en route to Canton, was accompanied by Mr. Sun Fo, the paper continues. General Hsu left for Canton on the evening of the 18th inst. by the s.s. *Sinchaup* and arrived here at half past six yesterday. He was welcomed at the wharf by the leading officials, including General Wu Te Chen, Police Commissioner, Mr. Koo Ying Fun, Minister of Finance, General Li Fook Lum and Mr. Wang Ching Wei. A battalion of soldiers with the military band lined the Bund in welcome. All gunboats on the Canton River were dressed up with flags as a sign of welcome.

General Hsu went to the Military Headquarters at once and then to his residence at Tungshan. During the day he exchanged visits with Governor Hu and discussed the situation and current problems.

SUMMARY COURT.

IMPORTANT TENANCY JUDGMENT.

An important judgment was given in the Summary Court yesterday morning, the effect of which is that a principal tenant cannot terminate the tenancy of a sub-tenant for any illegal act on his part.

The Rents Ordinance empowers the lessor to do this if "any person residing with a tenant" shall have been convicted of using the premises for an unlawful purpose; but Mr. Justice Wood held that this definition could not be applied to a sub-tenant of a lessee residing on the premises.

Under the Ordinance, Mr. Justice Wood pointed out, an application for possession could succeed if the domestic tenement was reasonably required for occupation as a residence for the lessor or "any person residing with him," but it could scarcely be held that the lessor could claim this privilege in respect of any sub-tenant of his own.

His Honour said that it might quite rightly be held that his construction meant that any attempts of the owners to suppress illegal use of their property might be rendered abortive but nevertheless it seemed clear that the legislation purported to regulate only the relations of the lessee with the immediate lessor and persons under his control.

MARINE COURT.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., two Ning Po Chinese were charged with being on board the s.s. *Meriones* without permission at Holt's Wharf, during the week-end. A letter from the master of the vessel stated that the men had apparently been on board looking for relatives. In view of this, His Worship dismissed the defendants with a caution.



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TJISALAR	SHANGHAI	21st "	23rd "	BATAVIA
TJIRINI	SOERABAYA & SHANGHAI	21st "	26th "	SHANGHAI & DALNY
TJISONDARI	JAVA VIA BATAVIA	27th "	30th "	SHANGHAI
TJIR KEMBANG	SHANGHAI	27th "	2nd July	BATAVIA
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M/S. "Australia"	10th August	—
M/S. "Asia"	12th September	—
M/S. "Java"	16th October	—
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M/S. "Malaya"	10th December	—

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AN EVENTFUL CAREER.

LITTLE SAILOR BOY WHO ROSE TO COMMANDER.

On May 9th, at his residence, "Chupra," Seaview-road, Drayton, after a long and painful illness, borne with great fortitude, Commander Charles E. Collins peacefully entered harbour.

Commander Collins had the unique distinction of serving his Majesty as commander, R.N., during the Great War, having reached that rank from a little sailor boy in Greenwich School. The son of a sailor, he was born at Portsmouth on February 2nd, 1893, during his father's absence in China, and was four years old before his father saw him. At the age of 10 he started his sailor's life at Greenwich School, joining the old training-ship *St. Vincent* six years later in 1899.

The commander was especially famous in the Signal Branch of the Royal Navy, and it was as a boy in her Majesty's brig *Martin* that he began his signal career, and received that hard training which in later years enabled him to bear extra long hours of duty in all weathers on the bridge. Leaving the *Martin*, he joined the steel corvette *Curlew*, commissioned to join the Flying Squadron which accompanied our present King George V. and his brother, then young midshipmen in the *Burchard*, on a voyage round the world.

From South America, this squadron was ordered to the Cape, owing to the Boer War of 1881. Here the flagship *Invincible* caught fire and had to be flooded. From the Cape they sailed for Australia, and in a great gale the *Burchard*, with the young Prince, was lost sight of. After weeks of anxious searching the squadron arrived at Melbourne, and there learned that the *Burchard* had arrived at Albany with a disabled rudder.

From Australia they made plain sail for the Fiji Islands, which they reached, with the help of the trade winds, "without touching tack or sheet." This memorable and historic cruise came to an end at Hongkong, the voyage having covered 24,780 miles, of which 21,764 were done under sail.

The *Curlew* was then ordered to Alexandria, to assist in the bombardment. For this service and later on in the Sudan young Collins received the Egyptian Medal and Khedive's Bronze Star. In 1895, on board the *Minotaur*, Collins was promoted to signalman, this rating being the equivalent of the second-class P.O. of later years. In three years we find him promoted to chief yeoman of signals, and two years later, May 9th, 1899, promoted to acting signal boatwain. (On this date, May 9th, 35 years later Commander Collins died.)

In those days of slow promotion this was an unparalleled feat. As a signal yeoman and young warrant officer Collins spent his life in the sailing ships *Active* and *Volage*, and the strenuous life on the bridge in those sailing days will be well remembered by many who are alive to-day.

In February, 1892, Collins commissioned the *Blake*, flagship of the West Indies, paying off in June, 1895. On arrival home he was immediately appointed to the *Royal Sovereign*, flagship of the Channel Squadron, remaining there until March, 1897, when he was specially selected for the Signal School, then in the *Victory* in the stream.

From the Signal School in January, 1901, he went to the *Majestic*, being re-appointed to the Signal School; then in H.M.S. *Recluse*, in December, 1903, being transferred to Royal Naval Barracks in 1905. In June, 1902, Mr. Collins was specially promoted to chief signal boatwain on the occasion of the Coronation of King Edward. He was promoted to lieutenant on January 31st, 1905.

Lieut. Collins was very valuable as an organizer during the great changes and expansion which were taking place in the signal department. His knowledge of all branches of signals was unique. He was like a father to the men of his department, knowing them, sympathizing with them, understanding their aims, and setting them a high example both as man and officer, and being in every way an officer and gentleman.

He was well known to a large circle of famous flag officers and others, under whom he had served, and to whom the knowledge of his death will bring a feeling of loss and regret. His heart and soul were in the service of his country, and of all his interests in life his professional.

(Continued on next Column).



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session came first. To this he owes his unique success and rapid promotion. During the war Lieut.-Comdr. Collins was promoted to acting-commander, and for part of the war he was acting superintendent of signal schools at the R.N. Barracks, Portsmouth, a position which he filled with his usual zeal and ability. After his retirement, in July, 1919, Commander Collins was presented by all the ex-superintendents of signal schools with a silver salver, engraved with the signature in own handwriting of each donor. From the remainder of the signal staff of officers and men throughout the service he received a handsome testimonial, accompanied by a book in vellum, containing the names of all subscribers.
For his services during the war he received the O.B.E. Two years ago, owing to failing health, he removed his home to Drayton.

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"GLENIFFER"	23rd July	"GLENSHIRE"	26th July	26th July
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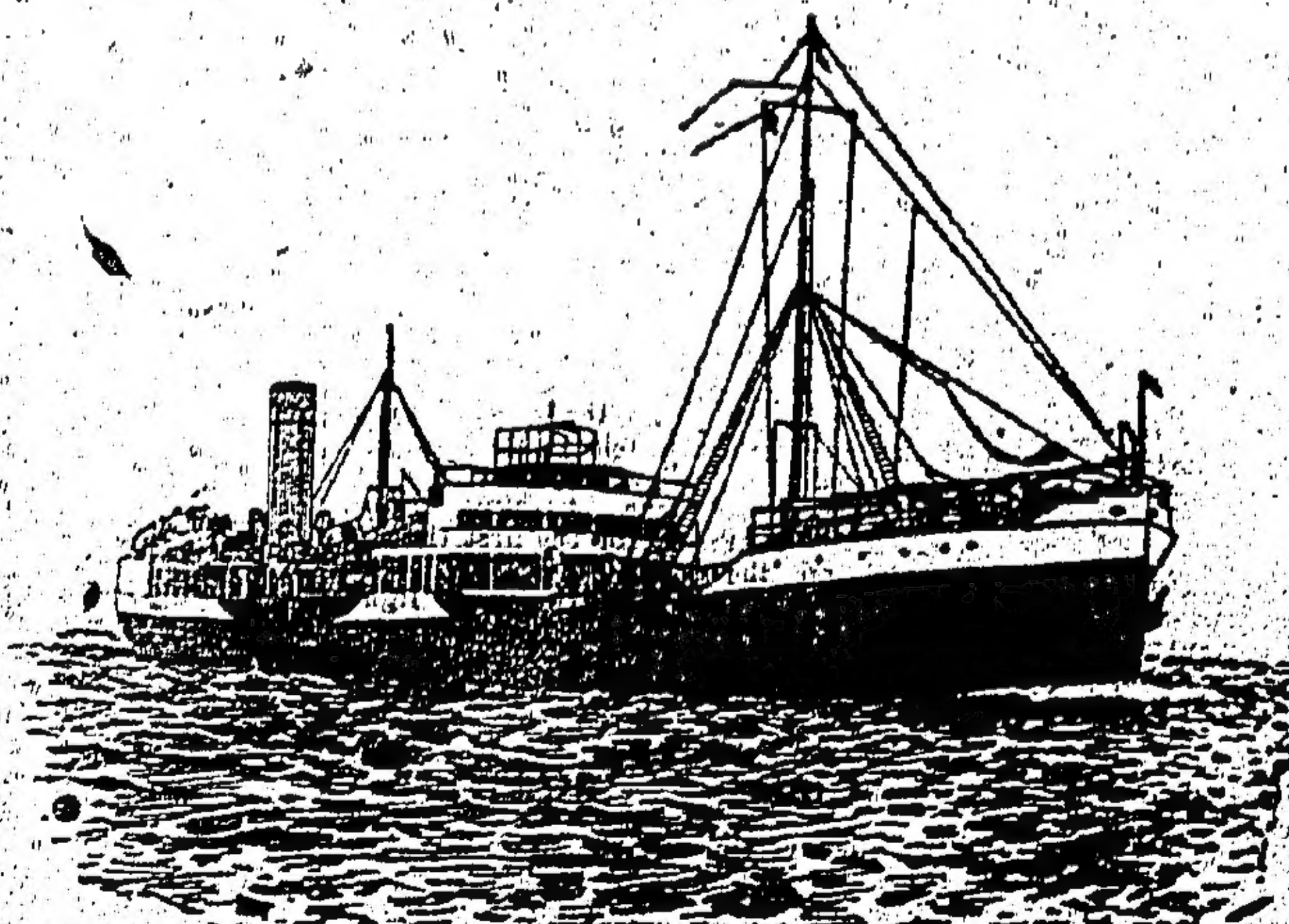
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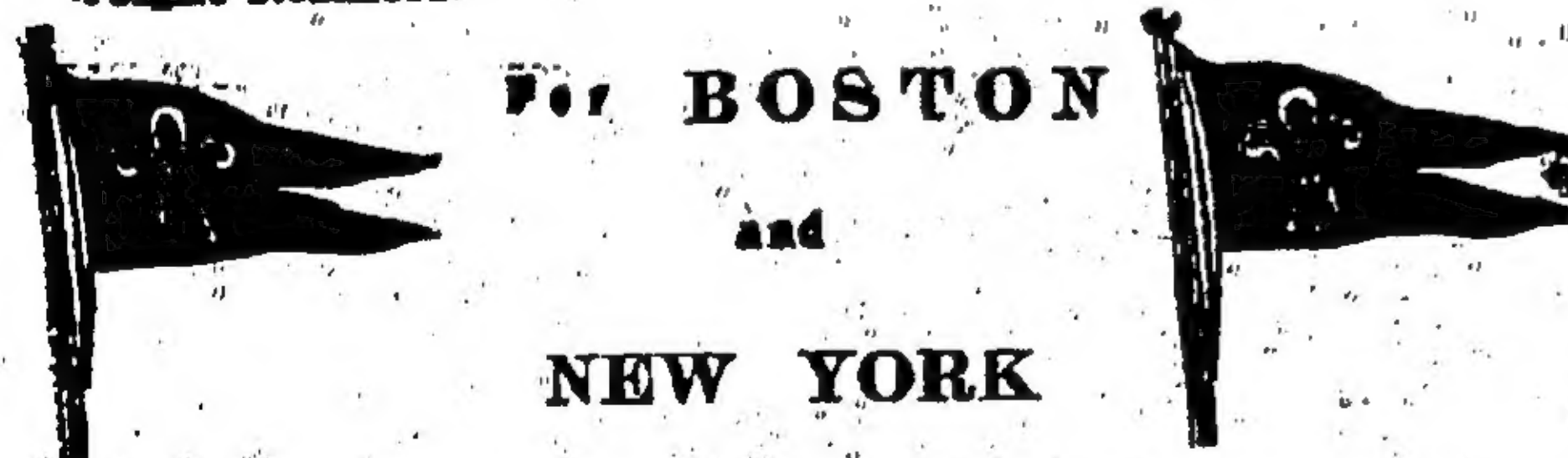
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"NAGPORE"	6,283	7th July	Singapore, Penang, Colombo & Bombay
"DELTA"	8,084	11th July	Singapore, Penang, Colombo & Bombay
"KASHMIR"	8,384	11th July	Marsa, London, Antwerp & B'way
"LAHORE"	8,283	11th July	Singapore, Penang, Colombo & B'way
"MANTUA"	10,928	24th July	Marseilles & London
"BOUDAN"	6,684	8th Aug.	Singapore, Penang, Colombo & B'way
"KASHGAR"	8,304	8th Aug.	Marseilles, London & Antwerp
"SIOLIA"	6,813	20th Aug.	Singapore, Penang, Colombo & B'way
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"NARKUNDA"	10,827	4th Sept.	Marseilles & London
"KHYBER"	8,114	12th Sept.	Marseilles, London & Antwerp
"DELTA"	8,084	12th Sept.	Singapore, Penang, Colombo & B'way
"KASHMIR"	8,384	12th Sept.	Marseilles, London & Antwerp
"MANTUA"	10,928	15th Oct.	Singapore, Penang, Colombo & B'way
"BOUDAN"	6,684	15th Oct.	Marseilles & London
"SIOLIA"	6,813	29th Oct.	Singapore, Penang, Colombo & B'way
"KASHGAR"	8,304	31st Oct.	Marseilles, London & Antwerp
"MANTUA"	10,928	14th Nov.	Marseilles & London
"KASHGAR"	8,304	28th Nov.	Marseilles, London & Antwerp
"MANTUA"	10,928	12th Dec.	Marseilles & London

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"TANDA"	4,800	8th July	Melb., Sandakan, Thursday

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, India, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as indicated on chart.

Frequent connections from Australia with the following—

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"GHARINDA"	6,408	24th June	Amoy
"MANTUA"	10,928	26th June, D.L.	Shanghai, Moji & Kobe.
"TAKIWA"	7,533	5th July	Kobe.
"ST. ALBANS"	4,800	7th July	Moji, Kobe & Yokohama.
"KASHGAR"	8,304	10th July	Shanghai, Moji & Kobe.
"BOUDAN"	6,684	10th July	Shanghai, Moji & Kobe.
"TATRA"	7,533	11th July	Kobe.
"SIOLIA"	6,813	24th July	Shanghai & Kobe.
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe.
"KHYBER"	8,114	7th Aug.	Shanghai, Moji & Kobe.
"TANDA"	4,800	8th Aug.	Moji, Kobe & Yokohama.
"NARKUNDA"	10,827	21st Aug.	Shanghai.
"DELTA"	8,084	21st Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	8,384	12th Sept.	Shanghai, Moji & Kobe.
"MANTUA"	10,928	12th Sept.	Moji, Kobe & Yokohama.
"ARAFURA"	6,000	18th Sept.	Shanghai & Kobe.
"BOUDAN"	6,684	18th Sept.	Shanghai, Moji & Kobe.
"SIOLIA"	6,813	2nd Oct.	Shanghai & Kobe.
"KASHGAR"	8,304	2nd Oct.	Shanghai & Kobe.
"MANTUA"	10,928	10th Oct.	Moji, Kobe & Yokohama.
"ARAFURA"	6,000	17th Oct.	Shanghai, Moji & Kobe.
"TAKIWA"	7,533	1st Nov.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,800	1st Nov.	Shanghai & Kobe.
"KASHGAR"	8,304	7th Nov.	Moji, Kobe & Yokohama.
"MANTUA"	10,928	7th Nov.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	14th Nov.	Shanghai & Kobe.
"BOUDAN"	6,684	25th Nov.	Shanghai & Kobe.
"MACEDONIA"	11,089	14th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	15th Dec.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own hotel expenses at Singapore while waiting for the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Passenger Messing not more than 25 p.m. x 25 p.m. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handicraft, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cantonment Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAICHING"	Capt. W. B. Turnbull	Tuesday, 23rd June, at 1 p.m.
"HAINING"	A. H. Stewart	Friday, 26th June, at 4 p.m.
"HAIBONG"	Capt. Ellis Walker	Tuesday, 30th June, at 1 p.m.

*Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIBONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Manager.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & TSINGTAO	"SOOCHOW"	On 24th June, 3 p.m.
NANKING, WUHU, KIUKIANG	"CHUNGKING"	On 24th June, 3 p.m.
HANKOW	"CHINHUA"	On 25th June, Noon.
HOLHOW, PAKHOI & HAIPHONG	"ANHUI"	On 27th June, D.L.
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 27th June, 3 p.m.
SWATOW & SINGAPORE	"EUICHO"	On 30th June, 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KIANGSU"	On 4th July, 11 a.m.
HOLHOW & HANGKOW	"KAYING"	On 5th July, 3 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 7th July, Noon.

SHANGHAI LINE.—Excellent Saloon accommodation amidst ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fuchow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AGENTS.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGTE"**

Will sail on her maiden voyage during July

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TAIWAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alterations)

For Freight and Passage, apply to—

BUTTERFIELD & SWIRE.

Tel. O. 36.

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June 22nd. 1925.

Wireless Communication with Swatow is resumed but messages are subject to delay.

OUTWARD MAILS.

*Correspondence bearing vessel's name only.

For freight and passage rates and information apply to:-
Butterfield & Swire,
Agents.

2. **MANAGER,**
HONGKONG BRANCH,
4, Des Voeux Road, Cen

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